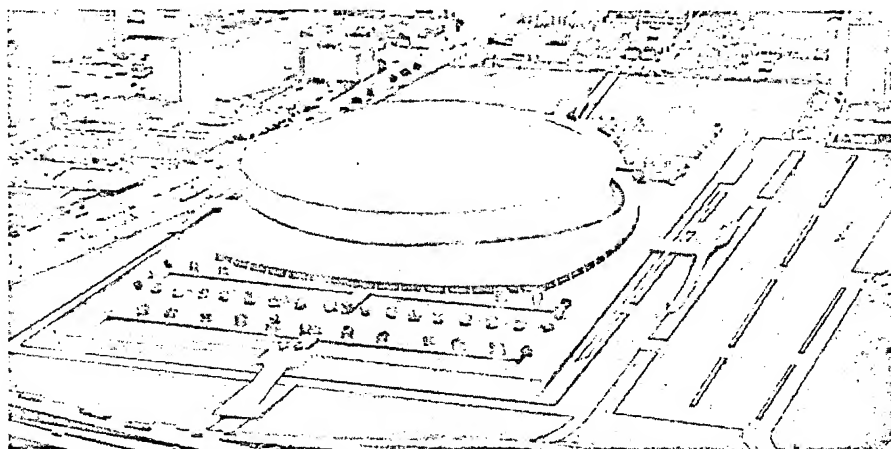
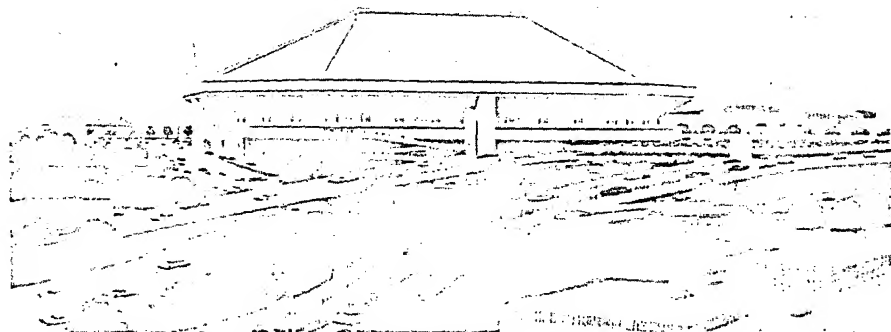


Geodesic domed stadium, located 10 miles east of Buffalo, will be out for bid in March, with work to start by early May.

Three stadiums planned, one may rise



New Orleans stadium, estimated four years ago at \$30 million, now may cost \$95 million.



Seattle domed stadium may not be built if its only major tenant, a baseball team, leaves.

Two of three domed stadium proposals costing nearly \$200 million are tied up by local squabbling and economic problems that could prevent their construction.

A stadium, proposed for New Orleans four years ago at a cost of \$30 million, has been held up by lawsuits, site location problems, and a tripled cost estimate. Seattle's stadium, for which voters authorized a \$40-million bond issue two years ago, has had site access disputes for so long that the facility's only firm tenant, a baseball team, has threatened to leave town.

The third stadium, is nearing a construction start at Depew, about 10 miles from Buffalo, N.Y. Bids for the stadium and its 856-ft clear span geodesic dome will be called during March. Excavation should start in April or May and all contracts should be awarded by July. The project is scheduled for completion by fall of 1972.

Erie County voters approved a \$50-million bond issue in 1968 to finance the stadium. Architects for the 65,000-seat stadium are Turley, Stievater, Walker, Mauri & Associates, of Buffalo, N.Y.; and Crain & Anderson; and Lloyd, Morgan & Jones, both of Houston. Synergetics Inc., of Raleigh, N.C., is designer of the dome.

The 80,000-seat stadium planned for New Orleans has been delayed by un-

successful lawsuits challenging the constitutionality of the Louisiana stadium and Exposition District Commission, which voters authorized in 1966.

A \$95-million bond issue may be sold within the next 60 days to pay for the stadium.

Present tight credit conditions may thwart sale of the bonds, however, since law prohibits the sale of state bonds at an interest cost of more than 6%.

The 53,000-seat Seattle stadium will be financed by a \$40-million bond issue approved by King County voters in February, 1968, soon after the American Baseball League granted a franchise to the city.

Delays in selecting a site, then controversies resulting from selection of the

site, new cost estimates of \$180 million and questions of where the state will locate highways to provide access to the stadium have pushed the project far beyond its construction-start date.

Originally, agreements with the baseball team called for a completed stadium by 1972, but the earliest date of completion now is 1973.

The ball club has had poor gates, which led to a decision by the present owners to either go to another city where a stadium will be built or sell out to other local investors. Whether or not the new group can raise the needed cash to buy the franchise will be decided this week. Failure to do so could mean loss of the team, and this would kill the stadium project.

Work starts on a \$1.2-billion project in Paris

Ground has been broken in Paris for a 250-acre urban renewal project in the southeastern section of the city. It will cost an estimated \$1.2 billion when it is finished in the early 1980s. The project is the first large-scale, privately financed urban renewal project in France, according to government officials.

The new development is located on the communications axis of central Paris, the Orly Airport complex and suburbs. The city has long wanted to renew the area, which is old and run down, but it lacked funds. Then city officials called in two architects, Albert Ascher and Michael Holley, to do a study on a private development for the area. The architects formed a group, Ateliers d'Urbanisme de l'Avenue d'Italie (AUI), in 1964 and two years later AUI proposed a development plan to the city administration.

As the city studied the plan, private promoters began to buy up land in the Porte d'Italie area. Last June, the Paris city council approved this project, and a number of banks agreed to help finance development.

Until recently, private urban renewal projects required state credit to buy land at controlled prices. Local owners could stop such projects by refusing to sell land to a private developer, hence there were no large-scale private projects in France. Early last year, however, a law was passed preventing area residents from stopping a private development project by stating that, if the majority of owners agree to sell, the others must sell also. Land negotiations are private, though the government

must approve the prices. In cases where the developers and the private owners cannot agree on a price, the state intervenes and arbitrates under the law.

The project is the first to be built under the new law and other cities in France are watching it closely. The southern city of Toulouse is planning a similar development.

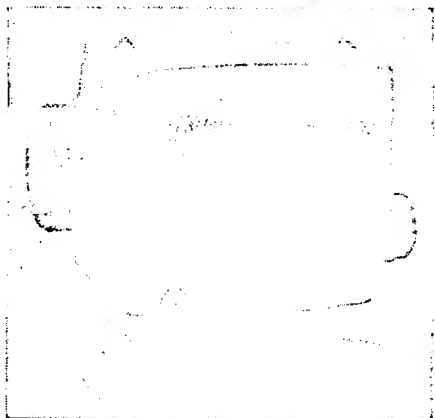
The first of the project's 15 sections has 10 acres, which will be divided into four equal areas for apartments, office buildings, commercial centers, and garages. It will contain 1,000 dwelling units and residents of the area will be relocated either in the area or nearby. Ten banks, including the Banque Nationale de Paris and Credit Lyonnais, are financing this section, estimated to cost \$100 million, with \$55 million of the total going into construction.

The first section will contain six 28-story buildings with office and housing space, one 5-story office building and a 50-story office structure, one of the tallest in France. Called Galaxy, this first section will be built in three stages, with the 50-story building to be the last stage. The entire section should be complete by 1974 and officials expect that by the time construction starts on the highest building, the developers may decide to go higher than 50 stories.

The remaining 240 acres of the Porte d'Italie development should have some construction under way by 1975. About 70% of the land has been purchased and the Federation du Secteur Italie, an organization of private owners that is overseeing development, is conducting a campaign to convince residents of the project's benefits to them.

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